Costigan Bill.

PROBABLE DEFEAT OF THE MEASURE.

Mayor Wickham the Cause of the Trouble.

THE FIFTH AVENUE PAVEMENT.

Important Action as to Rapid Transit.

The principal topic of discussion here to-night among the politicians is the Costigan bill and its probable fate. From what I can glean in relation reto it is clear to my mind that the bill will now be defeated. I base this calculation upon conversaons with a number of members of both nouses. It is evident that Governor Tilden is opposed to the messure, and that opposition must result in total efeat. It is also asserted that Mr. Seymour and Senator Kernan are with the Governor in this contest. Several of the Tammany delegation, however, assure me that there is no danger, and that all will be clear sailing when the bill comes mp for a third reading.

ARRIVAL OF MR. MORRISSEY. Mr. John Morrissey arrived to-day and had an interview with Governor Tilden. The nature of his business has not transpired, but it is presumed he is here as one of the peacemakers. There is no doubt that Governor Tilden losis exceedingly sore over the treatment he has received in connection ith the bill. Although a measure of great importance as affecting his gubernatorial power, it appears that he never was consulted as to its provisions or the philosophy of its introduc-

SILENT JOHN KELLY.
Where Mr. John Kelly stands—whether for or against the bill-nobody seems to know. I have asked several Tammany members, and they ex-press entire ignorance on this point. At the Saturday forenoon meeting of New York members it is said he never gave token of his opinions one way or the other. The bill, I am also informed, was drawn by Mr. J. H. Strahan, at the dictation of mayor Wickham, and it is now openly alleged that the latter gentleman never consulted Mr. Kelly in relation thereto, and has emphatically defined his omition as being "no man's man." DIVIDED TAMMANY.

These are mere rumors; but, if true, they indicate a very decided division among the Tam-many leaders themselves. Then comes the assera that the New York charter is periect as it stands, if Mayor Wickham only discharges his duties properly. He has power of removal for ause, and legislators insist upon an exercise of that prerogative, particularly in the case of Compcoller Green. Assertions are also made that charges can easily be substantiated against Green. Afterward, if the action of Mayor Wickham is not approved by Governor Tilden, then the people will know on whose shoulders to place the esponsibility of a retention in office of a man whom the citizens of New York are bitterly opposed to. This is the substance of the discussion mong the members to-night.

A CHANGE OF PROGRAMME. It was arranged that to-morrow Costigan's bill should be called up for a third reading; but this programme, I am informed, has been changed and the matter deterred to a more favorable opportupity. This looks like backing down.

THE LATE CAUCUS. At the democratic caucus held last week there were sixty-seven members present. A strong resolution was there passed emphatically binding ch member to support the Costigan bill as a party measure. It is singular now that several of the country members with whom I conversed tonight, who were present at this caucus, declare they will not vote for the bill. The fact proves hat some strong elements o' opposition have been at work in the meanwaile.

Green's lonbyists are still here. Mr. Charles A. Swan has not lest Albany for several days, and may be daily found on the floor of the Assembly, and at evenings around the halls of the beliavan. He is evenings around the halls of the beliavan. He is evening watching every move in the interest of his friend Green. Letters and despatches have been pleatingly transmitted to John Kelly this evening, apprising him of the state of affairs and asking him to come up to Albany. He is expected to morrow.

have been plenticilly transmitted to John Kely this evening, apprising pim of the state of affairs and asking him to come up to Albany. He is expected to-morrow.

A GIGANTIC FRAUD UNEARTHED.

Statements have been made to me in relation to the Greenwich Street Elevated Kaliroad Oil, now before the Legislature, which, if true, will warrant a carelal sequinty of that measure and a thorough overhauling offits provisions. The bill was introduced, some lew days since, by Senator Madden in the Senate, and Mr. F. W. Seward in the Assembly. I doubt very much whether those gentiemen are aware of the gigantic railroad operations which this enactment proposes to control. The facts, as related to me, are as follows:—

The Greenwich Street Elevated Railroad Company was chartered in 1800, under the time, "An act to provide for the construction of an experimental fine of failway in the counties of New York and Westenester." Several supplementary acts were passed, further regulating and empowering the company. They were originally authorized to commence the construction of an elevated railway in Greenwich street for half a mile and no more as an experiment. There commissioners—Freeman J. Fitnian, John H. Morris and Jacob A. Preer—were appointed under the act to examine the road and report on its feasibility before proceeding further. Two certificates were filed by these gentlemen, in accordance with the law—one with the Governor and one with the haver—certifying as to the safety and vandity of the certificate and it was lined in the office of the Secretary of State. If appears that in the year 1871 the road became embarraissed and was soid. The purchasers organized a new company, and now claim to possess all the rights and privilleges accorded to their predecessors. Here comes the first and main difficulty. It is asserted that the new company has no right whatever in the premises, and suit has been brought to restrain it from proceeding with the work. It is alleged in the companion that, although the time to extend the road has

the line of the route have commenced sait, which is now pending.

The articles of association under which this company proposes to act sels forth the most extraordinary provisions. They come before the present legislature, it is alleged, seeking for laws to legalize all previous transactions, and coherring immense powers on the future management. The principal stockholders, some of them prominent railroad speculators, are as follows:—Messrs, David Dow, Damorth N. Barney, Ashel Herman Barney, Edward C. Delavan, Harvey Kennedy, John Howard Corning, Francis D. Joros, William L. Oakey, John D. Maris, George C. Martin, Charles Tracey Barney, William N. Goddard, William L. Wallace, Henry W. Taylor, Augustus Ruid, James R. Corning, George R. Marvin, Cearles H. Marvin, T. H. Marvin, Daniel W. Wyman, Frederick A. Foster, A. C. Barnes, James R. Jessup, William L. Scott and Million Cartwright.

If the present oil passes it is urged that these gentlemen will have the right to complete their road from the Eastlery to Westchester county, and thence to Futuam county, and also the extraordinary privilence of laining down an innumerable number of crosstown tracks, from the North to the East River, to the extent of about 166

traordinary privilene of laying down an innumerable number of crosstown tracks, from the North to the East River, to the extent of about 160 miles in length. The amount of capital stock is set down at \$10,000,000; and the number of shares 100,000 at \$100 each.

The BILL BEFORE THE LEGISLATURE.

The main points of the proposed enactment introduced in the Senate and Assembly do not at a giance specifically point out what can be done by the company in the event of passage. It is entitled

An act confirming the New York Elevated Entirond.

An act confirming the New York Elevated Entirond.

Company in its title to its tranchise and requiring it to company with existing tawn.

Its provision may have a summarized. The company having acquirers Patent Railway Company," is folly side and Towner Patent Railway Company," is folly side and Towner Patent Railway Company, "It folly side and Towner Patent Railway Company," it folly side and to ended pertaining to creditors of the instrument of the same, reserving only the equitable rights and remedies pertaining to creditors of the instrument of the company absorbed period, over the streets and places prescribed and named in the tranchises of the company absorbed providing that within als months permission shall be obtained in accordance with the amended constitution. This being obtained, the company is to extend its line from the present southern terminus to the East River at or near Whitehall street. The Commissioners appointed under the action construction and present southern the company is to extend the line of the construction of the company may adopt any im-The Elevated Railroad Company may adopt any im-provements in structure, rolling stock, motor power, ac-companies at with the provisions of the franchises. A simi-time

THE STATE CAPITAL

The portion of the road along Ninth avenue, or on the streets west thereof, shall be constructed as the Commissioners may decide; and north of Ninety-ninth street the road may be located along any streets between Eighth and Ninth avenues.

Costigran Bill

In liberty extends to the location of lines, turnouts and stations not by law specifically located.

The portion of the road along Ninth avenue, or on the streets west thereof, shall be constructed as the Commissioners may decide; and north of Ninety-ninth street the road may be located along any streets between Eighth and Ninth avenues.

Fares are prescribed at a rate not to exceed ten cents for the miles or fraction thereof.

THE PIPTH AVENUE PAYEMENT.

James Daly, chairman of the Committee on to-day received the following communication of the Pith Payement bill, now before the Legis-

THE LETTER OF MR. ENO.

NEW YORK, Feb. 15, 1875.

James Daly, Chairman Committee on City Aflairs:—MY BEAR SIR—At the suggestion of my friend, Mayor fuckham, I enclose a petition signed by the owners of reporty on Pitth avenue protesting against "the paving it mat avenue with Grahamite asphalt pavement or my other asphalt pavement, with or without a concrete outsetton." The sentiment of the people residing on the paving of the sentiment of the people residing on the paving of the avenue is almost unanimous against the paving of the avenue is almost unanimous against the paving of the avenue with any asphalt or any consposition

receipt of this, so that I may know that the remonstrance has not miscarried. Very respectfully,

AMOS F ENO, 233 First avenue.

This letter was accompanied by a memorial headed as follows:—The undersigned, owners of property on Firth avenue, respectfully protest against the paving of that avenue with Grakamite asphalt pavement or any other asphalt pavement, with or without concrete foundation." The memorial was signed by Marshall O. Roberts, R. L. & A. Stuart, Frederick Schuchardt, Henry Hilton, A. T. Siewart, J. A. Astor and about fifty other prominent gentlemen, Mr. Daly has also received several letters from influential property holders, thanking him for the stand he has taken in opposing the present bill. The probability now is that it will be killed in committee.

ANOTHER BAFID TRANSIT BILL.

Mr. John W. Smith to-day introduced another Rapid Transit bill of a peculiar character, which requires mature consideration. Under this bill the Society of American Engineers are authorized to appoint a committee of lour of their members, who, together with the present Engineer-in-Chief of the Bepartment of Public Works, shall prepare plans, define a route and ascertain the probable cost of construction. They are to report their plan to the Society of American Engineers, Chamber of Commerce and Cheap Iransportation Commission. If approved the plan is then to be submitted to the Mayor of New York for his sanction, and that of the Common Council. If these gentlemen give their approval the oan will be submitted at a special election to the people. If the plan is ratified by the people the Mayor theu submits the names of four persons to the Board of Aldermen for confirmation, who, together with the Comptroller is to act as treasurer and to bay all claims and dispursements in connection to any the learner of the people of the construction and dispursements in connection to buy the learner of the construction and dispursements in connection to buy the troiler, constitute a commission for the construction of a quick transit rous in collormity with the plans and upon the route trus designates. The Computoder is to act as treasurer and to bay all claims and disbursements in connection with the matter. All citizens of New York are entitled to vote on this quescion, but no registration of votes is made necessary. For paying expenses of construction and election and other expenses incident thereto, a tax of one-flith of one per cent on the assessed valuation will be imposed upon the real property of the city of New York. This money is to be known as "The Quick Transit Fund." The tax is not to extend beyond a period of three years. Commissioners are to advertise for proposals to complete the work, which must be given to the lowest budger. Ample security must also be furnished. During progress of the work the Commissioners are directed to maintain the right of way through the streets of the city and free for public use and travel. The bill concludes as follows:—"In acquiring the right of way through the streets of the city and free for public use and travel. The bill concludes as follows:—"In acquiring the right of way through and over any private property deemed necessary to carry out the provisions of this act shall be regarded as a public act and is hereby declared a public act in force and effect."

The bill was referred to the Committee on Cities. A PIGEON SHOOTING ENACTMENT.

Senator Jacobs, to-day, introduced a bill which makes the following ruses:—"None of the provisions of law bereforce enacted for the prevention of cruefly to animals within the State shall be construed to prohibit or interiere with the shooting of pigeons by members of incorporated societies, provided that in each case as soon as they can be cap dured or taken after being shot, such pigeons if him heretoore enacted for the prevention of the finance Committee states that the railroad company had made \$40 a day breat en Connolly's net etams, the owner receiving only \$5 per day for their werk

THE RAILROAD TROUBLE.

EPLY OF COLONEL SCOTT TO PRI RETT. OF THE BALTIMORE AND OHIO BAILBOAD COMPANY-A REVIEW OF THE POSITION. PHILADELPHIA, Feb. 16, 1875.

On receipt of the communication of President Garrett, of the Baltimore and Onio Railroad, Col-Garreit, of the Baltimore and Onio Railroad, Colonel Scott forwardes the following reply:

John W. Garrett. President of the Baltimore and Onio Railroad Company. Baltimore, Mo.
I have your remarkable measage of February 15, which was received too late to be answered yesterday, by reason of other engagements which needed immediate attention, and a personal friend to whom you had beigraphen a copy of your measage to me wired you to that effect, and that I would reply this moroling, it was with surprise therefore that is aw your measage to me published in the papers of today. Sut a little reflection has satisfied me that it was intended, no doubt, more for the papers than my self, and that this is perhaps the explanation of the unusual course which you have pursued.

On the 18th of November last you agreed to all you state in your measage, and you unfiner agreed with Measas. Vanderbit, Jewett, Chappin myself and other parties who were aresent, that while you were not prepared to commit yourself to what was known as the "araoga compact," as you had not had time to examine it since your recurre, you were prepared to so that you would pedice your company to maintain the raises made from time to time to and from sooton and New York, and that those from Philadelphia and Baltimore should also be maintained, one proper geographical amanes being preserved to those critics, if all this agreement been darried out by your company in good faith, no one would have had cause of complaint to the treas the preserved that interonel Scott forwardes the following reply:-

plaint; but it is a notorious fact, well known to every man in railway life, that this has not been done, and abundant evidence of that lact can be given at any time.

I think the unfair statement you gave of that interview to the press, before the gentlemen who were present hat time to reach their homes on quick express that the lor orach their homes on quick express trains, was prefty good evidence that you had no purpose of keeping the piedge so solemally given, though we still hoped it might be observed in accordance with your formuse.

Early is also the piedge so solemally given, though we still hoped it might be observed in accordance with your formuse.

Early is also the Pennsylvania Railwood Company and a normed that your officers were prepared to make an equitable and fair arrangement, in relation to all traffic company two trains. A number of our officers, including myself and the officers of the Philadelphia, Wilmington and Saltimore road, represented by Mr. Hincking and Mr. samuel M. Felton, went to your officers, including myself and the officers of the Philadelphia, Wilmington and Saltimore road, represented with your officers upon an arrangement for the trains, with a distinct, clear and honorable understanding that the rates on business competitive to the lines of both companies whether for New 1 ork, Fotton, Paladelphia et Baltimore, and whether local or through, about over difference to Philadelphia of the stockholders not only all the maintains of the stockholders not only it was a first of the stockholders not only it was companies, but of the companies with which we transacted business, that this should be done, It was just to the public, because at no time has this company desired to have rates beyond those which are fairly remuserable, and which should be aske to all shippers, so that no descrimination would be made in favor of any party, and no drawnack or companies with which we transacted business. The time the both and the fairness with the leading roads will be thus reastel fairly an

cient to cover the actual cost of the work done for your business.

The taking of the trade from the terminus of our roads in New Jersey, putting the care on hours, transporting the care to and from New York and Indian very expensive wharves, and warehouses the made done, the heading and delivery of the trace cannot in my judgment, oe done and the expenses included the report of the for the five cents per hundred charged for this service. By reference to the reports of the form the review of the trade on the New York division, with grades of but went way, feet to the mile, is greater per ton per mile than on any other portion of our lines, caused cutreity by the early expensitures needed at the terminus and the cost of receiving and delivering traffic. We desire no prove year and up to this time have not received a dollar. With your charge in

such a purpose, and if the measures to be adopted by the Baltimore and Ohlo Railroad company should produce the results that you anticipate there will be no difficulty in understanding the motives which prompted such a course, and i believe the railway officers and the stockholiers that may be injured will not you, as frecioen to the Baltimore and Ohio roud, responsible for this policy of destruction. So far as this company is concerned it is abundantly able to take care of its interests and its stockholders.

The foregoing I believe to be a true statement of the questions presented by you. Their salution depends upon your own action as the representative head of one of the great corporations of the cunnel just to the interest you represent and under the conditions to the interest you represent and the condition your lines or degree, be dependent upon your lines of the THOMAS A. SCOTT, President

PRESIDENT GARRETT'S REPLY. SCOTT'S TELEGRAM A TISSUE OF GROSS MIS-IMMENSE REDUCTION OF RATES CONTEMPLATED.

BALTIMORE, Md., Peb. 16, 1875. There seems no prospect at present that the war between the Pennsylvania and Baltimore and Onio railroads will be reconciled, but, on the con-

trary, that it will be waged with flerceness. President Garrett to-night states that President Scott's telegram of to-day is a tissue of gross misstatements and misrepresentations from beginning to end, all of which he can readily demonstrate by irrefutable evidence, and that his plan of protecting the mercantile interests of Philadeiphia and New York by his attempted the Baltimore and Company, his most vigorous competitor for trame, will certainly prove the reverse of satis-factory to the merchants of those cities. In order to compet the Pennsylvania road to reopen the lactory to the merchants of those cities. In order to comfet the Pennsylvania road to reopen the gateways of commerce to the people of Philadelphia and New York for the Baittmore and Obio road and its connections, orders have been given by the Baittmore and Obio road and its connections, orders have been given by the Baittmore and Obio road and its connections, orders have been given by the Baittmore and Obio road and its connections, orders have been given by the Baittmore and Philadelphia and the leading Western cities, viz.—Bettween Chicago and Baltimore and Washington, from \$19 to \$10; between Chicago and Baltimore and Washington, from \$10 to \$10; between St. Louis and Baittmore and Washington, from \$20 to \$12; between Pittsburg and Baltimore and Washington, from \$20 to \$12; between Pittsburg and Baltimore and Washington, from \$50 to \$6. A similar reduction has also been made between Philadelphia and Chicago, Cincinnati, St. Louis, Lemisville and Pittsburg. These reductions take effect at once. The travelling public will thus promptly realize a saving in many cases of thirty and furty per cent, which has resulted from the extraordizary obstructions blaced by the Pennsylvania road in the Pennsylvania road, between Philadelphia and New York. It is understood that the Baltimore and Ohio Company is arranging for a line of first chas steamsings for the converance of freight between New York and Entimore, All its Western connections have telegraphed to the Baltimore and Ohio Company that they will cheerfully cooperate in its poncy throughout as long as the Pennsylvania road continues to obstruct its business to Philadelphia and New York and Entimore.

## SHIPPING NEWS

OCEAN STEAMERS.

DATES OF DEPARTURE FROM NEW YORK FOR THE

Steamer.	Sail		Liverpool, 4 Bowing Gr	Office
Abvasinia	. Feb.	17		4 Bowing Green
Coethe			Hamburg.	113 Broad way.
City of Antwerp		18.	Laverpool	15 Browd Way.
Maas	Fen.		Hotterdam	50 Broadway
Beuric		20.	Liverpool	19 STOROWNY.
Utopia		20		7 Bowling Green
Italy	en.	110		69 Broad Way
City or Chester.		70.	Livernool.	15 Brondway
Neckar			Bromen	2 Bownny Green
Percire		20.	Havre	56 Erosuway
Schiller		12	Hamburg	III3 Brond way.
Parthia		24.	Liverpool.	4 Bowling Green
State of Nevada		110		72 Brondway
Frisia		25	Hamburg.	of Broadway
Asriatie	Feb.	27	Lavernoon.	19 Hrondway
City of Brookly		27		15 Broggway
Behvin	Feb.		Glasgow	7 Bowling Green
Deutser land		27		2 Bewing Green
Algeria		3.	Liverpool	I Bowling Green
Sucvin		10	Hamburg.	ti Brossway
the Queen		6	Livernool.	69 Broadway
Ceitie			Liverpool.	19 Broadway
City of New Yor		6.	Levernool	15 Broadway
Elvsin.	M ch	6	Giastow	7 Bowling Green
France	Mich	14.	Hayre	12 Broad way
State of Indiana		10.	Ginsgow	72 Broadway.
Pommerania		11	Hamburg.	61 Broadway.
Leoubit		13.	Liverpool.	19 Broad way.
City of London.		13.	Liversool.	15 Broadway
Cules		17	Liverpoon.	4 Bowling Green
Stiesia		18.	Hamburg.	61 Brondway.
Bartie		203		19 Broad way.
Ville de Paris		20.		56 Broadway

ALMANAC FOR NEW YORK-THIS DAY. SUN AND MOON,
SUN rises...... 6 51 GOV. island. morn
Sun sets........ 5 37 Sandy Hook. morn
Moon sets....morn 5 34 Hell Gate....morn

PORT OF NEW YORK, FEB. 16, 1875.

CLEARED.

Steamer Erin (Br), Andrews, Liverpool via Queenstown-F WJ Hurst.
Steamer Acapulee, Gray, Aspinwall—Pacific Mail
Steamer City of Mexico, Sherwood, Havana, &c—
F Alexandre & Sons. Steamer & Sons.

Steamer Regulator, Jones, Wilmington, NC-W P
Clyde & Co.

- teamer Wysnoke. Couch, Norfolk, City Peint and
Richmond-Old Dominion Steamship Co.

Steamer Gen Winney, Ballett, Boston-B F Dimeck.
Park Junic (Dutch), Scerpion, Rotterdam-Funch,
Edye & Co.

Bark Marie (Ger), Schubert Odessa-C Jobias & Co.
Bark Fjorenne Peiers, Mitchell, Matanzas-Miller &
Rotterlore.

Bark Florence Peters, Mitchell, Matanzas-Miller & Bodghton.

Brig Frank Clark, Morton, Progreso-B F Metcail & Co.
Brig Pearl, Briggs, Port Spain-Daniel Trowbridge & Brig Perces Hinkley, Small, Cleniuegos-Simpson, Clapp & Co.

Co Brig Pérces Hinkley, Small, Cienfuegos—Simpson, Clapp & Co. Brig Alice M (Br), Laverty, St John, NB-P I Nevius & Sehr Ruth Robinson, Rogers, Rio Janeiro-Thos Norton & Co. rear Hattle Haskell, Hewitt, San Blas via Aspinwall— Miller & Honghton. sehr Mary A Witham, Austin, Cape Hayti—R Murray, Schr B J Hazard, Brewster, Georgetown, SC-Bentley, Gildersteeve & Co. Schr J P Robinson, Harvey, Boston-Chas Twing.

ARRIVALS.

REPORTED BY THE HERALD STEAM TACHTS AND HERALD WHITESTONE TELEGRAPH LINE. Steamer City of Chester (Br). Kennedy, Liverpool Feb. and Queenstown 5th, with mise and passengers to J G Steamer Henry Channey, Rathbun, Aspinwall Peb, with indee and passengers to the Pacific Mail Steam-hip Co., Steamer Columbus, Reed, Havans Peb 12, with 7. with make and passengers to the Pacific Mail Steamship Co.
Steamer Columbus, Reed, Havana Feb 12, with mode and nassengers to Wm F Clyde & Co. Feo 15, latter.
States.

Sailed 18th, bark Imperator (Nor), Jensen, United States.

Sailed 18th, bark Imperator (Nor), Jensen, United States.

Sailed 18th, bark Imperator (Nor), Jensen, United States.

States.

Sailed 18th, bark Imperator (Nor), Jensen, United States.

Caookhaven, Feb 1-Estered cut, Constantine, Goss, for New York of London.

New York in Chondon.

Deal, Feb 16.—Sailed, ship Cornelius Grinnell, Borland of More and Dassengers to W Garrison.

Steamer Gnampion. Lockwood, Charleston Feb 13, with mode and passengers to W Quinteral & Co.

Steamer Wyanoke. Couch, Renmond, City Point and Norfolk, with mise and passengers to the Old Dominion Steamship Co.

Steamer E C Knight, Chichester, Georgetown, DC, with mide and Dassengers to J C Kenyon.

Ship blind (of Nr. John, NB), Hail, Calcutta and Sand Heads 129 Gays, with mode to C W Berteaux, Passed

Bostrus, Matanzas 15 days, with Was 9 days north of Hatters. with srong N and NW winds.

First Balear, Bahrs, San Blas Jan 17, and Key West

First Balear, Bahrs, San Blas Jan 17, and Key West

First Statight for New Haven, Stever, Port Spain,
Tringad, 20 days, with sugar to L. W & P Armstrong.

Had heavy NW gales on this coast.

First H 5 Bishop (of Barnswell, Me), Bishop, Matanzas

Eddays, with molasses to B H Howell, Son & Co: vessel to master. Had strong N and NW winds; was 4 days N of Hatters. dilla. PR. 28 days.
Schr Annie L Paimer (of Bath, May.
Schr Annie L Paimer (of Bath, May.
Schr Jannie L Paimer (of Bath, May.
Schr Jas His aviet, Dickinson. Pensacela 10 days with
Had streag northerly winds.
Schr Jas His Saviet, Dickinson. Pensacela 10 days with
Inmber to order; vessel to A Dayton & Co.
Schr Helein M Condon, McCarthy, Jacksonville 18 days,
with Inmber to order.
Schr Geo E Young, Marshall, Satilla Mills, Ga. 8 days,
with lumber to John W Russell & Co; vessel to H W Loud
with lumber to John W Russell & Co; vessel to H W Loud & Co.

Schr Barah Lavinia, Anderson, Virginia, with oysters
to H P Havens.

Schr A T Stewart. Duvel, Virginia.

ARRIVALS IN THE SOUND.

WHITESTONE, Feb 16, 1873. Steamer Franconia, Bragg, Portland for New York, with moise and oassengers to J F Ames.
Steamer City of Pitchburg, Spinner, New Bedford for New York, with moise and passengers.
Schr Geo P Tring, Linnekin, Gloucester for New York, with fish to Trigg & Co. BOUND SOUTH.

BOUND RAST. Steamer City of New Beators. Fish, New York for New All the above are fast in the ice off here.

Steamers Erin (Br), Liverpoel; State of Georgia (Br), Giascow; Acaputco, Aspinwail; City of Mexico, Havana; Regulator, Whimington, No; Wyanoke, Richmond, Ac; ships Haze (Br), Shanghai, Liblie Soubserd (Br), Liverpains (Br), Liverpains (Br), Liverpains (Br), Liverpains (Br), Liverpains (Br), Liverpains (Br), Barcelons; Arcigrus (Br), Bremen; Grenada, Rie Janeiro; John J March, Matanzas; briss Acelia Thurlow, Cardenas; Plorence (Br), Pernambuoc; Maggie Wood (Br), Bahia; L. Warren, Havana; Geo S Bird, Matanzas; Bride (Br), Hull; schrs Lizzei ets, St Crux; Daybreak, Nuevitas; S A Paine, Point a-Pitre; Almon Bird, St Thomas.

MARITIME MISCELLANY.

SHIP CANTERBURY (BP.), Taylor, from Mobile for Reval, ashore on Tybee Island, has a cargo of 3856 bales of cotton, of which she will have to discharge a pertion before floating. (a late telegram ways the ship Canterbury has been lightened, and will probably get off next high water.)

SHIP PHERDOM, Norton, from New York for Glaskow before reported, put into St Thomas Jan 30 leaking badly, ve sel straiged and cargo shifted. She would dis-charge for repairs. Cefore reported:, put into St Thomas Jan 30 leaking badly, we sel straiged and cargo shifted. She would discharge for repairs.

Bank Mary E! Packer.—The following particulars of the loss of this vessel, before briefly reported, is furnished by the capitan of the Argentine schr Rosales, arrived at Buenos Ayres:—While sailing from Santa Crux to Patagones, and in lat 41 33 sand lon 63 27 w of Greenwich, we noticed a boat, which was evidently pulling toward us. It soon reaches our side, and proved to contain nine men and to belong to the American bark Mary E Packer, which went ashere on the night of Octover 24 on Valdes Fennsula, at the spot named Funta Delgado. A violent storm carried away the mainmast while at sea, and the following night she went ashore. Some ladies and children were in the boat, and Capt Holloway informed me that a pasenger named George Briggs and twelve others were still at the spot where the wreck occurred. They had obtained abundant previsions and water from the ship. In consequence of the bad state of my rigging I could not at once proceed to the rescue of these persons, and I therefore went to Patagones, where the military commander kindly lent me the Captain of the Portshouse as a residence for the wrecked people, who were absolutely without the means and interefore went to Patagones, where the military commander kindly lent me the Captain of the Portshouse as a residence for the wrecked people, who were absolutely without the means the everything they required returned them who had been lett on snore, but the Rosale for the people who had been lett on snore, but he knole of them into La Placa I could not zo with the Rosale for the people who had been lett on snore, but was leaving for Buenos Ayres.

BARK SFARTAN, 295 tons, has been purchased by Captwin which he brought the whole of them into Patagones on Dec 1, the day I was leaving for Buenos Ayres.

BARK Orthers of the product of the profess for Liverpoot, before reported at St Thomas leaky, also started

ness from New Bedford.

Bank Queensrows (Br.), from New Orleans for Liverpeot, before reported at St. Thomas lenky, also started stem, &c. Was discharging on the 3d inst.

Bric Orgonocro (Br.), Tucker, from Newcastle, E. for Boston (before reported), put into St Thomas Jan 25 with headgear carried away and forward house started. She was repairing ou the 3d inst.

Bric Magdala (Br.), from Demerara for Vineyard Haven, put into St Thomas Jan 29 with pumps out of order. She repaired and proceeded 31st.

Schr Lois (Br., at Vineyard Haven 14th inst from Do-minica for St John, NB, had a succession of gales dur-ing the entire passage: was 15 days north of Hatteras stove her boats and bulwarks, &c, and was short of pro-visions. The crew had been on an allowance for the last 10 days.

SCHR CARRIE HETER was towed by the revenue steamer samuel Dexter from a dangerous position in the ice to Yunevard Haven harbor Feo 18. The C H had been seven days waiting for a chance to see to Providence, where alse is bound, with a cargo of lumber from Savan-

nah.

SCHE CORA (of Bath), Taylor, from Baltimore for Bosten, anchored under Falmouth Heights Feb 13. The captain reports the ice 5 feet thick on her side and 20 rathus up the rigging, and sails frozen stiff.

Capt Meses B Tower, wreckmaster, has contracted to raise schr Abbie J, sunk near Speciacle Island. Boston harbor. CAPE HERRY, Feb 16, AM—No change in the position of orig Kewadin (Br), ashore south of this place. Wreckers arrived this morning and commenced to wreck her.

BAITHOUR, Feb 16—The bay and harbor remain closed by ice to all sail craft, the steamers which arrived to day coming up through a channel opened by tugs. The syster schooner James Eiglehardt, with 1 250 bushels of systers lying in the basin, was cut through by the ice last night and sunk.

port in a gale, with the loss of the anchors, while discharging cargo, and was oblired to return to Fascagoua; put in here for harbor and a change of wind.

NEWFORD, RI, Feb ID—Clapt Ropers, of sohr Seguin, with a cargo of coal for Fall River, after being here a week and seeing no prospect of getting through the fee in Mt Hose Bay, discharged his crew yesterlay.

NEW HAVEN, Feb 16—Schooner Annie L McKeon, from Jacksonville for the New Haven Steam Saw Mill Company, with lumber, is now at Southwest Ledge, She has been drifting about the harbor in the ice, unable to make progress for a week past.

Panna. Feb 6—Steamer Montijo, which struck on a rock in Montijo Bay, in December last and remnined fast there, has beenne a total loss. She was floated off the rock by a schooner and some launebes, and was being lowed to the beach when something gave way and she sunk in 20 tathoms of water, nearly taking down the vessels that floated her. News to the above effect reached here on the 6th inst. The Montijo was built by Mr. Jeremiah Simonson, in New York, in 1877, was brought on in sections and put together at Fanama. Her loss will be a great calamity for commerce and travelling between Panama and Chirigui.

Wood's Hele, Feb 13—The lee in Vineyard Haven harhor, even on the sheals is very heavy, not an inch of water being visible from Cape Porc to Nobasque Head. The steamboat is laid up, having stripped her wheels in the ice in Buzzard's Eay, and the main is very irregular, the Sarende Dexter having carried it across once after a two days' delay. For many years the passage across the shouls has not been so much impeded by thagice, only through th.

Shippelland.

SHIPBULDING—A steamer is to be built at Savannah to run on the inland route from the "Forest City" to Flori-da. She is to cost \$30,000

NOTICE TO MARINERS.

Notice is given by the Lighthouse Board that on and after Narch 1, 1875, a steam fog whistle, giving blasts of 10 seconds, at intervals of 30 seconds, will be sounded during thick and foggy weather at Southwest Reef light station. Atchafalaya Bay, Louisiana.

Washington, Feb 16, 1875.

According to the new sanitary regulations now in force in Portugal all vessels arriving at a Portuguese port at night have to display a green light on the foremast. Every vessel must be provided with a yellow flag and pendant except steamers, whose pendant must be veilow, with a green border.

Office of Consul General of Portugal in New York, Feb 16, 187b.

WHALEMEN.

Sailed from Bay of Islands Jan 14, bark Osmanii, Williams, of NB, to cruise and home. On Coast of Africa, no date, ship Janus, Jenney, of NB, nothing since leaving St Helena.

NOTICE TO MERCHANTS AND CAPTAINS.

Merchants, shipping agents and ship captains are informed that by telegraphing to the Harale London Burcau, No 46 Fleet street, the arrivals at and departures from European ports, and other ports abroad, of American and all foreign ressels trading with the United States, the same will be cabled to this country free of charge and published.

OUR CABLE SHIPPING NEWS.

AMSTERDAM, Feb 14-Arrived, bark Mary A Marshall (Br), Lent, Philadelphia.

BREMERIAVER, Feb 14—Arrived, barks Gutenburg (Ger)
Nobbe, Savannah; St Andrew (Br), Dick, Baltimore;
Clio (Ger), Schupp, Wilmington, NC. Sailed 14th, bark Imperator (Nor), Jensen, United

Home Kong, Peb 14—Arrived, steamer Gress Republic, obb., San Francisco via Yokohama.

Lavaroot, Feb 18—Arrived, steamer Gurtubay (Sp.), Ansoreaga, Charleston; barks Unanima (Sr.), Nickerson, Savannah; Yarmouth (Sp.), Brown, Gaiveston; Mathilds (Sp.), Uriarte, do: brig Cora (Sr.), Henderson, New York. London, Feb 15—Cleared, bark Vesta (Nor), Grunde,

NEWCASTLE, Feb 16-Sailed, brig Carl August (Ger), Do-

Oronto-Arrived, bark Germania (Port), Garinho, New QUEENSTOWN, Peb 16, 2:20 AM-Arrived, steamer Republic (Br), Gleadell, New York for Liverpool (and proceeded).

Sailed from — Feb 15, bark Frugoni de Voto (Ital), Perase, United States.

LORDON, Feb 16-Ship Sydney Dacres (Sr), Blake, from Lowsex, Fed 16—Ship Sydney Dacres (SF), Blake, From San Francisco Sept 18 for Liverpoel, has been abandoned northwest of the Skeilig Islands, coast of Ireland. Crewsaved. (The S D was an Iren ship of 1330 tons, built at Steckton, E, in 1866, and halled from Liverpoel.) Ship Olive (Sr). Davies, from Singapore Jan 9 for Bos-ton, has been shandoned at sea in a sinking condition.

FOREIGN PORTS.

Aspinwall, Feb 4-Sailed, schr Adeliza, Huntley, Clen-Tuego.

Salled 13th, steamer Colon. Tanner, New York.

Salled 13th, steamer Colon.

Sal

gton, WC, Sailed 13th, schr Olika (Br), Tucker, St Martins. Buuros Avars, Dec 19—Arrived, harks Nina Sheldor seldon, Cardiff via Montovideo: 19th, Cleta (Br), Wyth ancisco via de. A Jan 3—Sailed, brig Georgina (Br), Bartling,

MA. For 5—11 port schi versa in the state of the state of the sailed Suh for Lobos); Suh (not 30th), Eimball, Hamphreys, Coquimbo (and sailed Suh is to lond for Liverpeol); Seorge (Fr. Kvan, San o (and sailed Suh for boos) (an resen, Victoria, VI.
In port Jan 23, ships India, Patten, from San Francisco
arrived 20th disg, for gnano Islands to load for Europe;
St Nicholas, Williama, disg for examination, for Lebos to
load for Laverpool; Terresina Ferreira (Nic), Videla, for
Nicaregna and San Francisco; bark Conda (Fr), Brick.

RAHA, Jan 8—Arrived, bark G B Corbett (Br), s, Annabolis, NS: 12th, brig Mary B Ladd (Br), Newfoundland: 20th, ship Decca (Br), Tosh, Cal-and sried 22d for New York); 21st, bark Charlotte cutts (and smied 22d for New Verk); 218t, 1881,

ins (Br), Wolfe, Boston; 22d, brig Magdaia (Br), Out-ouse, Vineyard Haven.
Sailed Feb 18th, sehr Shiloh, Hubbard, Baltimore.
In port Jan 35, brig Bertha (Br), Hemmed, from and or Halmax, arrived 18th; sehrs John W Hunt, Hunt, for-ondon, Mg; N A Farwell, Lozier, from Norfolk, and he alsove arrivals not reported otherwise.
Hayas, Feb 14—Arrived, ship Jacob A Stamler, Samng. Yeb ii—Arrived, ship Jacob A Stamier, Samwe York.

Ana. Feb 6—Arrived, schr Henry L Gregg, Handy,
owk; 8th, brig Cornwaii (Br), Thompson, MinaitiQueenstawn, in distress; schr Julia E Haskelt,
Il, Santa Cruz; 15th, brig Glewiale, Conklin, Baitischr Isaac L Clark, Lake, Philaselphia.
d 2th, barks L V a Tuchulo (Sp.), Campa, New
13th, Jane Yeung (Br), north of Hatteras; 14th, A
mana (Ger), Penzacois: Salvador (50), Savannah;
Sea Lien (Br), Clenfaegos and Portland; Sadie
ui, Barker, Matanzas; Etta A Sumpson, Saguaort 11th, harks Ormus, Shackford Jane Young (Br),
aid, and Mary Stewart (Br), Penery, for north of
ras, idg. Sarah Hebart, Finkham; Estella, Peole;
Themas (Br), Carving; Morning Light (Br), Tavis,
was Nilsen (Nor), Hansen, tor New York, do; schr
e Scaumell (Br) Barberle, and others unc.

1721, Feb 12—Arrived, brig Bessie (Br), Bryan,
1721. emerara. Cleared 12th, schrs Minnie Cronan (Br), Collins, King-jon, Ja: Alexander (Br), Forbes, New York, levieux, Dec 31—Sailed previously, brig North Star, Losos, Jan 10—in policitic (pr),
Samuel Watts, Lermond; Sullote (pr),
Samuel Watts, Lermond; Sullote (pr),
Samuel Watts, Lermond; Sullote (pr),
Samuel Watts, Humphrova Idg,
Bed Rev. Humphrova Idg,
Livearoot, NN Feb 6—Cleared, brig Randolf Payson,
Livearoot, NN Feb 6—Cleared, brig Randolf Payson,
Livearoot, NN Feb 6—Cleared, brig Randolf Payson,
Livearoot, NN Feb 8—Cleared, brig Randolf Payson, DEO Dec 22-Sailed, bark Eschricht (Ger), New York richt, New York.

richt, New York.

racurez, Jan 26—In port, brigs Evangeline (Br), from its, disg: Norman Br, fi M Morris (Br), and John id (Br), wig: Ambrose Light Schwarts: Robert, Abbot, and D Trowbridge, Rogers, do: Mechanic, I, seeking: schrs W E Paimer, Kandall, do: Mille Bowers, Wig. MATANANA, Feb b--asited. Srigs Cariss. Lectman, sorth Hatteras; Jennie Morton. Sibert, Baltimore; schr hin C Smith, Jeses, New York, Pennannuc, to Jan 15.—Arrived, bark B H Yarringten, viker New York for Baltrived, schre Barbadian (Br), scheport. Ne (and milled 23d for St Martins); Gold ream. Brunswick, Ga: 17th, bark Linda Stewart, inentield. Savannah; 2st, brizz Alvin Kelly (Br), Shel

Stinenneld, Savannan: 23st, Sriff Alvin Kelly (187), Snet burne, NSt; 23d, Vetteria, Sampson, New York (and sailed 25th for Barbados. Sailed 25th for Barbados. Sailed 8th, schrs Millie Trim, Bowers, Porto Rice; \$th, W G Mewry, Eatoa, Mexico. Poirr a Piran, Jan 14—Arrived schr John Hancock, Hallett, Boston (and sailed 25th for Cuba); 17th, brig Exatern Star, Foster, Port Spain (and sailed 22d for New

Saired 8th, open shills from Bowers, Forto Rice; ith, W. G. Mowery, Paton, McKee, Circuited Sch. John Haccock, M. Hallett, Boxfort and sailed 3th for Cutbai; Pith, Brite Fastern Star, Foster, Port Joshi, and sailed 2th for Very Sailed 10th, brite Judia (Br.), Schristopher.

In port Jan 3th, bark tagestle, Dutter, from Porticing, Johnson, from Now York, 19th arrived 11th, Harry and Johnson, from An extra the Common Porticing, Johnson, Johnso

Fork. Feb 2—Arrived, Nyttad, Christeasch, New York.
Falmouth, Feb 1—Arrived, Ciella, Hansen, Hull for New York.
Feb 1—Anchored, Syringa, Freeling, from Hull Fibliadelphia.
Glasgow, Feb 1—Arrived, Montana, Sleightholm, New York.
Salled from Lamiash Jan 29. Constance, Cummings (from Liverpool), Philadelphia; Spauker, Whitehall, Trimidad: Geo A Holt, Morton, Rio Janeiro dast two from Greenock); 30th, Island Home, Mills (from Liverpool), Charleston.
Genoa, Jan 39—Arrived, Raffaeluscia, Castellano, New Orleans.

Orleans.
Cleared 29th, Profeta, Glacopello, Battimore.
Sailed 29th, Oaribaid, Tossini, New York.
Liverroot, Feb 1-Arrived, Celifo (5). Kiddle, New York; 25, Chima (8). Gill. Boston.
Sailed 1st, Alice M Mirco, Lowell, Key West.
Sailed from Holyhead 1st, Earl of Lonsdale (6). Boston.
London, Feb 1-Entered out, Consantine, Goss, for New York; Encol Train, Fullerton, Gossantine, Goss, for New York.

WATHREORD, Feb 2-Arrived, Ricardo, Consiglere, New

OFE. ANYWER, Jan 39—Seiled from Flushing Roads, Onni, enson, America (and put into Fortland Roads Fob 1); Farl Johann, Oklund, for do; Der Pammer, Bohn, Willinington; Adolph, Hogman, New York; Competitor, Cube. do. CARDIFF, Feb 2—Arrived, Jennie Prince, Prince, Liver-

o.
red. Orisola. Caffero, New York.
24—bailed. C Laure, Laure, New
Irguilo. 27th. do; G P Lawrence
area del Mars, Garguilo, do; 29th do. ed, Tavia, Omuneen, London for anchored). pl., Feb 3-Arrived, Partner (c), Watson, New

Jan 22-Arrived, David Bugbee, Staples 1. Schamyl, Snow, Cette; 28th, L L Squires 24th. Uman. Anderson, New York: 25th, Carrie Cochran. Phindelphia; Amy A Lane, Carver

Orogro, Jan 25-Salled, Fortune, and Orogro, Jan 25-Salled, Fortune, Lawrence, Jan & Emma, Carter, Messana, Pranausyso, Jan & -salled, Salas Aylward, for New York; Camellia, Harvey, 40.

QUEENSTOWN, Feb 2-Arrived, Emilie, Dickey Sam more.

SLIGO, Jan 29—Arrived, Arethum, Carey, Halifax; Feb
1, Luigi, Slocovich, Sun Francisco.

ST NAZATER, Jan 31—Satied, Amahe Hedwig, Gelin. on, Feb 1-Arrived, British Queen, Anderson, St Jan 29-Sailed, Jacob M Maskell, Crowell,

Drai. Feb 2. Noon—The bark Harrisburg. Flowers, from Philadelphia for Dunkirk. which arrived in the Dawns yesterday, Tale been supplied with an another and 90 fathoms of chain in lieu of others lost. (The H has since arrived at Dunkirk). since arrived at Bunkirk!

Falknouts, Peb 2—The Psyche, savived here, reports having spoken Jan 22, lat 34 N. ion 31 29 W. Spanish bark: Tarragona, from New Orleans for Barcelana, with loss of mizzenmast and malimast head, steering gear, bulwarks and besit gone.

Feb 3—The Stour, Honeywell, from Lisbon for St. John's (sait), has put in here, making water, and with loss of bulwarks, Boost, falley, sails and rigging.

Liventoot, Feb 3—The Neilie Moody, hence for Yarmouth, NS, sahore at Moeilre, has been got off and decked this tide at Albert Basin. Lisson, Jan 26—The Terbay Lass. Churchill, which ar-rived here Jan 22 from 8t John, NF, had lost bowsprit, cutwater, bulwarks and salley, and had sustained other considerable damage, and had jettisoned about 200 quin-tals of fish.

considerance animage, and has personal activation of fish.

Quenarows, Feb 2—The Lalis W. McNeill, from New York, reported yesterday as having put in here with lost of foremast, &c, has also lost canwater and part of stem, and jettisened about five tons of wheat.

RANSGATE, Feb 1—The Anna. Probet, from Rotherdam, for New York, ashore on the Goodwin, has now filled and the water runs in and out of her. A quantity of her stores and materials have been landed here, also about 560 cases of tobacco and pipes, marked "AF, RB, WD, ZZ, LW, TH," Several burgers are out about the vossel, and should the weather keep fine, no doubt some sinc will be landed here.

SLIGO. Feb 1—The Luigi, Slocevich, arrived here today from San Francisco, reports having experienced bad weather on her way round from Queenstown, pumped up some grain and lost some sails.

AMERICAN PORTS.

BOSTON, Feb 16-Arrived, steamers Marathon (Br), Garrett, Liverpool; Flag, Lockwood, Charleston; Roman, Crowell, New York.
Cleared-Steamer Vm Lawrence, Howes, Baltimore; ship City of Boston, Crosby, New Orleans; bark Annie Elihott, Elliott, London; brig Grace Lathrop, Atwood, Hayti; schrs Edward J Johnson, Bean, Hayana; Wyoming, Foss, Pensacola.

Hayti; schrs Edward J Johnson, Bean, Hayana; wyoming, Foss, Fensacola.
Sailed—Bark Scotland.
Steamer Glancus, from Boston for New York, passedWood's Hole at 10 AM.
BAITIMORE. Feb. 16—Arrived, steamers D J Foley,
Charleston; Elios J Cochran, Newberne, NC.
Tug Fall Cochran, Newberne, NC.
Tug Fall Store, Alloy, Royal Arch, was and the schra
Agnococt and Kialio, brig Bonny Mary and the schra
Agnococt Ehrman, A P Cramer, Hattle King, Emerson,
Rokes, Bill Stowe, A Hays, Royal Arch, M B Dadley, L
A Knowles and from 100 to 150 bay craft anchored inPatusent River. A Knowles and from 100 to 190 bay craft anchored in-paintest River.

Leared—Steamer Geo Appold, Loveland, Boston; bark Antonio Rimo (Ital), Moharno, Queenstown.

BRUNSWICK, GA, Feb 10—Salled, brig Laura Ger-trule, Risk, New York.

Littl—Arrived, sonr John 8 Ingraham, Packard, Sa-CHARLESTON, Feb 16-Arrived, steamers Mercedita, via Havana.

ared—Steamer Hannover eller), Humbeck, Brement-Havana and South-impton; ship baloot (Nor), Rolf-Reval; bark David McNett Err, Slewerta, Havre, Win, Baston; th. Minnehaha, Douglas, do; 6th, h

der, Wood, Howeken for Provisence: M A Willey, Willey, Baltimore for do.

Also, sachra Bushrod W Hill, Higgins, New Orleans for Providence: Montana, Crawford, Baltimore for do; Elizabeth Edwards, Townsend, New Orleans for do; Elizabeth Edwards, Townsend, New Orleans for do; Esstern Light, Chase, Bangor via Provincetown for Baltimore (was as far as Hart Island, Long Island Sound, and returned to this nort).

Also an unknown schooper lying entaide, loading with herring for New York.

The upper and inner harbor is well filled with ice; the outer harbor is clear at present.

Islin-Arrived, Reamer Newport, from New York vis-Sandy Hook.

Schr Lois (Br), Dominica for at John, NB (see Miscellanvi, 15th, 9 AM—No arrivals.

In port—Fleet as last reported and the above arrivals. In port—Fleet as last reported and the above arrivals. The harbor and sound are full of ice.

WILMINGTON, NO, Feb 15—Arrived, schr Mary B. Reeves, Tracy, Boston.

Cleared—Bark Atalanta (Br), Doran, Liverpool; schr Es Powell, Williams, 40.

13th—Arrived, schr Slant, Oharleston.

Salled, Briz Ridth Hall, Bunker, Boston.

16th—Salled, steamer Raleigh, Oliver, Baltimore, Also sailed, bark Radolph (Ger., Paske, Hamburgt, schr Mary A Trainer, Oskins, Jacksonville.

MISCELLANEOUS.

A BSOLUTE DIVORCES OBTAINED FROM DIP-ferent States: legal everywher; desertion, &c., sufficient cause; no publicity required; no charge until divorce granted; advice free. HOOSE, Atterney, 194 Broadway. A BSOLUTE DIVORCES OBTAINED FROM COURTS
of different states; legal everywhere; no publicity;
no fees in advance; advise free; commissioner for every
State.
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